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Remarks:

Bud - thought this would be of interest to you in view of our recent discussions on this general activity.

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Thanks

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FORM NO. 237 Replaces Form 30-4

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3 September 1959

MEMORANDUM FOR THE RECORD

SUBJECT: Aerial Dispatching, C-118 Aircraft and FE Conveyor (ED-188B)

1. On 2 September 1959 the undersigned witnessed an aerial cargo dispatching demonstration conducted at [redacted] by the FE Air Staff, [redacted] 25X1
[redacted] The undersigned assisted in the aircraft during the demonstration. 25X1

2. The FE conveyor, which has been used since 1954, is basically a single track center guide rail system requiring special pallets. (See Photos). The conveyor is 21" wide and approximately 3" high. The guide rail is approximately 2½" wide. The complete structure is basically aluminum using skate wheel rollers. The center line length of this particular system was 36'-0". The exit portion of the conveyor track is hinged so that it may be extended over the door sill while in flight. This section is about 2' in length (See Photo).

The special pallet for this conveyor system (See Photo) is constructed of 3/4" plywood, approximately 34"x34", and has two steel ball bearings attached to tubular studs. These bearings serve as guide posts for the pallets.

A series of short vertical aluminum rollers are used to protect the door exit aircraft structure (See Photos).

No means of positive braking is incorporated with this system.

3. The aircraft used for the demonstration was a C-118 (DC-6B). All cargo was worked against a 37" door opening. The door was removed on the ground. A total load of 4200 lbs. (approximately 33 bundles) was rigged on the conveyor. This load filled the conveyor system. Dispatching required approximately 4 seconds from exit of first to last bundle. All containers were deposited on the D.Z within a 100 yard pattern. No parachute malfunctions. The individual bundle weights varied from 100-125 lbs.

4. The FE conveyor is very good for aerial dispatching in that a positive means of guidance is built into the system. However, due to the pallet configuration special loading equipment is required. It should also be stated that all bundles used during this demonstration were the same size (approximately 18"x18"x48" high). The TSS conveyor (ED-188B) delivered approximately 8000 lbs. of material in 6 seconds in various size containers. Also in conjunection with the TSS conveyor, the inward opening cargo door (ED-188A) allows

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for aerial delivery of bundles grossing 2000 lbs. each. A positive means of braking the load has been incorporated in the TSS conveyor, and also arrangements for dividing the load in the event that two or more D.Z.'s are to be served for one flight. The undersigned is of the opinion that the TSS system is much more flexible for air drop operations. Both the TSS and FE systems can be used in the C-54 and C-118 aircraft. However, the [redacted] program is not compatable with the FE dispatching system because of pallet configuration, bundle size, and required flexibility. 25X1

5. A meeting was held following the aerial demonstration in which all major interested divisions were represented. [redacted], PP Staff, emphasized the position taken by the PP Staff in connection with the global [redacted] program. The FE aerial dispatching system, per [redacted] does not satisfy the global concept; a greater flexibility is needed and the TSS conveyor is being developed for this purpose. 25X1 25X1 25X1

6. In talking with several of the people involved with both the FE conveyor demonstration and also the TSS-PP Staff conveyor demonstration, the undersigned was informed that the TSS-PP Staff conveyor was preferred. These individuals were the aircrew and rigging crew members.

7. [redacted] in his lecture stated that FE is having an inflight opening cargo door installed on a C-118 aircraft by a group in Formosa for a cost of $15,000. The C-118 is a pressurized aircraft and the large aft cargo door is closed using hydraulic assists. The FE door is to be ready in 45 days and is to maintain the pressure integrity of the aircraft. The undersigned will meet with [redacted] to discuss this further. 25X1 25X1

[redacted] 25X1

:mt